

TOWNSHIP IT'S BAR TO NATION'S ROADS

Arthur H. Little Takes Up
Matter of Vital Concern to
All Autoists.

Writing under the caption, "A Cure for Townshipitis," Arthur H. Little, in Business, says, in part:

"Townshipitis is the disease that has afflicted the highways of America ever since the men of America—or some of them—began to realize that a road is something more than a scratch across the landscape, along which fences have to be built. Townshipitis is responsible for the fact that every mile of reasonably permanent road in existence in America today has cost us Americans just about \$250,000. Road just as good can be built for \$30,000 to \$40,000 a mile. That discrepancy of about \$200,000 a mile represents the toll that townshipitis has taken—the toll of nation-wide waste that is partly from the disjointed, disassociated, disorganized effort that is conceived by narrowness of mind and partly from the mistakes that have been born of sheer, downright ignorance of the science of routing and building roads. The trouble has been not that there were too many townships, but that the townships and counties, and even the states themselves, have had too many notions and hunches and ideas and half-baked plans concerning where roads should be built, and how.

Definition of a "Stub." "Do you know what a 'stub' is?" "Stub" is road-engineering parlance for a segment of improved highway—probably expensive—improved—that starts nowhere and ends in a place. You know a stub within five miles of your store or office. You remember it, because the last time you drove over it, just after you emerged from the undercurrent under the interurban tracks, you encountered a wooden horse sprawling crosswise of the road bearing a sign that read, "Road closed—detour." They were repairing the "permanent" road again. The country over, there are hundreds, possibly thousands, of just such stubs as that. They are the rash of townshipitis.

"But for four years America has been taking something nationally for its townshipitis. We are convalescing; we have passed along the road of improvement beyond the stage at which the attending physicians confine themselves to the bulletin. The patient is doing as well as can be expected.

"On July 11, 1916, what is known as the federal aid road act became a law. Primarily the act of Congress transformed the bureau of public roads of the Department of Agriculture into the bureau of public roads of the department of the interior, gave it a couple of barrels of money and equipped it with the necessary human machinery in the way of a nation-wide organization to apply that money to the planning and building of a national system of highways.

"To the bureau a national system of highways means such arrangements of improved roads as will fit most accurately into the existing arrangements of the centers of production and of distribution and will function most efficiently in the process of transporting the necessities of life from the farms, the mines and the forests to the existing centers of distribution and of carrying the products of manufacture to the markets and to the ultimate consumers. Such a conception may mean, in certain rather exceptional cases, an interstate highway crossing two, three or maybe even four states. But in the great majority of cases it means the improvement of the shorter roads, the main market routes that radiate from such centers of population and of distribution as New York, Chicago, Toledo, Kansas City, Omaha and the like.

"Federal aid, as written into the provisions of the federal aid road act of 1916, means just what it says—federal aid. And therein lies the crux of the whole matter. Federal road-building effort, as it is applied under the terms of the act, permits of no federal interference, no federal dictation in the road-building affairs of any state. The federal government may not initiate. It may only cooperate. A state may start a project and ask federal aid. But the federal government, if it approves the project and considers it in harmony with that broad conception of a national system of highways, will help in the building of that road to the extent of paying one-half its cost. All that the federal government asks in return is that the state permit the bureau of public roads to supervise, in an advisory capacity, the actual building of the road.

"At the end of last fiscal year, 2,985 road-building projects, involving a total of \$2,319,315,000, had been approved under the terms of the act. The preliminary cost of these projects has been estimated at \$294,916,819.52, of which \$163,841,503.92 was to be the share of the government. On that same date 2,112 projects, involving 15,944 miles of road, had been completed or were under construction. The estimated cost of the projects then actually under way was \$206,000,000.

How Money Is Spent. "And now where is this money being spent, and how? There are in America some 1,500,000 miles of road. Two or three or even four hundred million dollars spread over these 1,500,000 miles of road over the course of a year would scarcely keep out the weeds along the edges. But the interesting fact is that of all the roads that move over all the roads in the country, 88 per cent confines itself to 20 per cent of the highway. In other words, of all those 1,500,000 miles of road that the maps show, only about 29 per cent, or 390,000 miles, needs to be improved in order to benefit 85 per cent of all our road traffic. And of those 390,000 miles of road that carry 85 per cent of the traffic, the states already have under maintenance 209,000 miles of improved highways. Thus, from that point of view, it is seen that the job of eradicating townshipitis from the national community is, so to speak, about two-thirds done.

"And we're still making progress. Federal aid rates are going forward and, together with work being done by the states, is cutting into that remaining one-third of the job at the rate of 12,500 to 15,000 miles of the road a year."

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THE WEEKEND PUNCTURE

This Week's Touring Suggestion.
A BEAUTIFUL AUTOMOBILE TRIP TO TAKE ON SUNDAY AFTERNOON IS OUTLINED BELOW:

There is no particular destination in this tour so that you don't have to start from any particular place. Merely start from your garage and turn to the right at the first corner. Keep going until you get out in the country. When you are on a good country road drive straight ahead for five miles. If you come to a turn in the road don't pay any attention to it. The directions say to keep straight ahead for five miles, so keep right on going.

New Regulations in Effect Regarding Flivvers.

On meeting a horse-drawn vehicle on the highway the flivverist shall immediately disassemble his flivver, and conceal the parts in the grass, shall send up three roman candles as a signal for the driver of the horse-drawn vehicle to proceed. After he has passed and is well out of earshot, the motorist shall reassemble his flivver and get quickly out of the neighborhood.

Remarkable Gasoline Mileage Reported.

A remarkable record was reported by the I. O. U. Automobile Association yesterday on a Chokeanstop touring car. The report states that the car went from 4:30 p.m. to 1:50 and Main streets on one gallon of gas.

Regardless of the year it was built, every man who owns an automobile has the best car in the world that that particular company ever put out.

Mr. Henry C. Numbekull, the latest "Gasless Sunday" advocate, is trying to get a bill through Congress to prohibit the use of automobiles on Sunday. Mr. Numbekull denies being an advocate of the blue laws, and says that he is sure that the gasoline station dealers will be in favor of his plan when he explains how they help to disturb the public peace.

Mr. Numbekull, it is rumored, received a letter from one of the dealers this morning. The letter stated that the dealers would be glad to have him come around to their next meeting, and try to get in.

Questions and Answers.

Dear Ed.—You are supposed to know all about automobiles. What makes a Ford so?

We bite, Sam; what does?

Dear Ed.—As I am about to purchase an automobile and don't know very much about them I would like your advice. What car can I buy that will have good lines, be economical to run and yet have plenty of power.

In other words, what car is the best buy for the money?

Any automobile salesman that you might get in touch with will gladly tell you what car is the best buy for the money.

How to Clean a Spark Plug.

First remove the plug from the cylinder, taking particular care not to break the thread. Take plug apart and clean thoroughly with gasoline and water. It is advisable also to shine up the points with the best nickel polish obtainable, using a soft downy cloth. Set the points with a thin dime; if you haven't got a dime borrow one from your nearest neighbor.

Now throw the plug into your ash can and put in a new one. If your motor still misfires, the trouble is with some other part of the engine.



PROPER CARBURETOR
ADJUSTMENT NEEDED

Fuel Economy Obtained in This Manner Rather Than Through Articles Advertised.

Automobile owners who are having trouble getting mileage out of their gasolines consumption may find that by having their carburetors adjusted carefully increases in fuel economy can be obtained.

This is the advice given by the Associated Advertising Clubs in a bulletin issued by its vigilance committee reporting investigation of claims made for a carburetor advertised as sure to save one-half to one-third on fuel and to increase the power of any motor from 20 to 50 per cent.

The bulletin states that tests made by the United States bureau of standards was to the effect that the extravagantly advertised carburetor showed no marks of superiority over others, and that the government bureau stated great numbers of automobiles are being operated with a considerable excess of fuel under average conditions and careful road adjustment of the carburetors would in many cases bring about worth while economy. The government bureau also pointed out that the apparent superiority of some carburetors for which overdrawn claims are made is due to the care with which they are adjusted, says the bulletin.

The Motor Feminine.

From the Boston Transcript.

Miss Olden—Are those men following us?

Miss Bute—One of us.

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AUTOMOTIVE BRIEFS

C. C. Keller, sales engineer of the Ray Battery Company, was a visitor in this city last week for a few days and has returned to the factory at Ypsilanti, Mich.

B. C. Mackey, formerly of the New York branch of the Exide Company, has been appointed manager of service of the local Exide branch.

Pierce-Arrow Motor Car Company will add a group of four new enclosed cars for the fall and winter season, according to reports from Buffalo. The new models will include a coupe, a four-passenger, four-door sedan and a seven-passenger sedan with a vestibule.

Pyke Johnson, Washington, representative of the National Automobile Chamber of Commerce, will deliver an address at the opening session of the Michigan Good Roads Association, Flint, Mich., August 30. The topic of the address will be "Is the United States Safe?"

Word from New York is to the effect that Mercer Motors Corporation will completely divorce from the Hares Motors, Inc., during the next few weeks and will continue in the manufacturing field on its own behalf and operated by its own stockholders. Hares Motors, Inc., will retain the Locomobile Company, Reorganization and refinancing of the Mercer factory, located at Trenton, N. J., it is stated, will be possible by the entrance of new interests.

Durant broke ground for their new

garage, office and salesroom at Lansing August 19. The cost of the building will be approximately \$30,000 and will be the property of the Durant Motor Sales Company, a separate corporation from Durant Motors, Inc.

The death of Col. Colt, chairman of the United States Rubber Company, has made it necessary for the executive committee to call a special meeting for this week to consider important matters. It is rumored that a man now not connected with the company will be made president, and that the president will be made chairman of the board to succeed Col. Colt.

E. W. Edgerton, formerly with the Harper-Overland Company and the Lambert Hudson Company, has joined the sales force of the George E. Rice Auto Company, 1317 H street northwest, local distributors for the Aperson, Stearns-Knight and the Columbia.

Henry J. Sterzer, manager of the Automotive Accessories Company, an-

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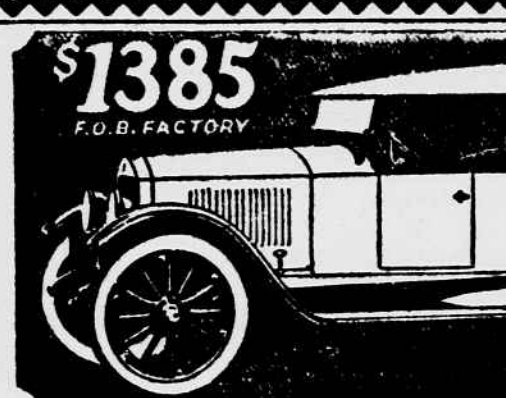
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Authorized Buick Service makes Buick travel doubly dependable.

Since January 1, regular equipment on all models includes Cord Tires

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announces the establishment of three branch agencies for Globe certified tires, as follows: The Automotive Supply Company, 21st Street and Pennsylvania Avenue; F. Hagan, Mount Rainier, Md., and McCuddy

Bros., 3730 Georgia Avenue. Mr. Sterzer's company is distributor for Globe tires in this section, with headquarters at 10th and E streets.

years connected with the Harper-Overland Company in various sales positions, has joined the Oldsmobile Sales Company of this city. Mr. Jameson entered into his new position as general manager immediately.

SONARD GREEN SPRING LUBRICANT



Sonard is unexcelled for removing squeaks of all kinds—in springs, shackle bolt, body, fenders, top, etc. Just locate the squeak and touch it with Sonard. It penetrates between the leaves, removing rust and depositing a thin layer of grease between the entire length of each leaf. This gives perfect spring action.

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—always the same dependable fuel—giving big power when needed—freedom from carbon and knocks—and increasing mileage from 25% to 35%. The best of its class, ask any mechanic. Ask any one of the thousands of motorists who use Lightning Motor Fuel.

It is not unusual to hear a motorist remark that he can climb this or that tough hill with Lightning Motor Fuel in his tank, but cannot take that same hill with gasoline.

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